

<b>AMENDMENT OF SOLICITATION/MODIFICATION OF CONTRACT</b>			1. CONTRACT ID CODE N/A	PAGE 1 of 2
2. AMENDMENT/MODIFICATION NO. <b>A003</b>	3. EFFECTIVE DATE <b>4/15/08</b>	4. REQUISITION/PURCHASE NO. N/A		5. PROJECT NO. (If applicable) WA PRA-MORA 10(11) SR 123-2 & SR 410-1C
6. ISSUED BY Department of Transportation Federal Highway Administration 610 East Fifth Street Vancouver WA 98661-3801		CODE N/A	7. ADMINISTERED BY (If other than Item 6) CODE N/A	
8. NAME AND ADDRESS OF CONTRACTOR (No., street, county, State and Zip Code)			9A. AMENDMENT OF SOLICITATION NO. DTFH70-08-B-00001	
			9B. DATED (SEE ITEM 11) 3/17/08	
			10A. MODIFICATION OF CONTRACT/ORDER NO. N/A	
			10B. DATED (SEE ITEM 13) N/A	
CODE: N/A		FACILITY CODE: N/A		

**11. THIS ITEM ONLY APPLIES TO AMENDMENTS OF SOLICITATIONS**

☒ The above numbered solicitation is amended as set forth in Item 14. The hour and date specified for receipt of Offers

( ) is extended, ( ☒ ) is not extended.

Offers must acknowledge receipt of this amendment prior to the hour and date specified in the solicitation or as amended, by one of the following methods:

(a) By completing Items 8 and 15, and returning 1 copies of the amendment; (b) By acknowledging receipt of this amendment on each copy of the offer submitted; or (c) By separate letter or telegram which includes a reference to the solicitation and amendment numbers. **FAILURE OF YOUR ACKNOWLEDGMENT TO BE RECEIVED AT THE PLACE DESIGNATED FOR THE RECEIPT OF OFFERS PRIOR TO THE HOUR AND DATE SPECIFIED MAY RESULT IN REJECTION OF YOUR OFFER.** If by virtue of this amendment you desire to change an offer already submitted, such change may be made by telegram or letter, provided each telegram or letter makes reference to the solicitation and this amendment, and is received prior to the opening hour and date specified.

12. ACCOUNTING AND APPROPRIATION DATA (If required)

N/A

**13. THIS ITEM APPLIES ONLY TO MODIFICATIONS OF CONTRACTS/ORDERS, IT MODIFIES THE CONTRACT/ORDER NO. AS DESCRIBED IN ITEM 14.**

A	THIS CHANGE ORDER IS ISSUED PURSUANT TO (Specify authority) THE CHANGES SET FORTH IN ITEM 14 ARE MADE IN THE CONTRACT ORDER NO. IN ITEM 10A: N/A
B	THE ABOVE-NUMBERED CONTRACT/ORDER IS MODIFIED TO REFLECT THE ADMINISTRATIVE CHANGES (Such as changes in paying office, appropriation date, etc.) SET FORTH IN ITEM 14, PURSUANT TO THE AUTHORITY OF FAR 43.103(b). N/A
C	THIS SUPPLEMENTAL AGREEMENT IS ENTERED INTO PURSUANT TO AUTHORITY OF: N/A
D	OTHER (Specify type of modification and authority) N/A

**E. IMPORTANT: Contractor n/a is not, n/a is required to sign this document and return n/a copies to the issuing office.**

14. DESCRIPTION OF AMENDMENT/MODIFICATION (Organized by UCF section headings, including solicitation/contract subject matter where feasible.)

WA PRA-MORA 10(11), SR 123-2 & SR 410-1C

See page 2 for revisions.

Except as provided herein, all terms and conditions of the document referenced in Item 9A or 10A, as heretofore changed, remains unchanged and in full force and effect.

15a. NAME AND TITLE OF SIGNER (Type or print)		15a. NAME AND TITLE OF CONTRACTING OFFICER (Type or print) N/A	
15B. CONTRACTOR/OFFEROR  BY _____ (Signature of person authorized to sign)	15C. DATE SIGNED	16B. UNITED STATES OF AMERICA  BY <u>N/A</u> (Signature of Contracting Officer)	16C. DATE SIGNED  N/A

Amendment No. A003, dated 04/15/08  
Solicitation No. DTFH70-08-B-00001  
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WA PRA-MORA 10(11)  
SR 123-2 and SR 410-1c

**REVISIONS ARE AS FOLLOWS:**

**SPECIAL CONTRACT REQUIREMENTS**

Page F-20, Subsection 401.19 Revised first paragraph

**ENCLOSURES**

Page F-20

**(b) Type V pavement roughness (straightedge measurement).** Use a 10 foot metal straight edge to measure at right angles and parallel to the centerline. Defective areas are surface deviations in excess of 0.2 inch in 10 foot between any two contacts of the straightedge with the surface.

**(c) Defective area correction.** Correct defective areas from paragraphs (a) or (b) above. Obtain approval for the proposed method of correction. Grinding is an acceptable method of correction provided the area ground does not exceed 430 square feet per location, and is limited to an average of 1 location per lane mile with no more than two locations per lane mile. Grinding in excess of these limits is not an acceptable method of correction unless it is accompanied by an overlay or a single-course surface treatment over the entire length of the project.

If grinding is allowed, grind the pavement surface with a diamond blade machine and apply a fog seal according to Subsection 409.10. The endpoints of the areas where a grinder is to be applied must be optimized via grinding simulation using ProVal's Smoothness Assurance Grinding option. Grinding simulation must be done with the purpose of grinding the minimum area needed to decrease the roughness to acceptable limits.

If no corrections are allowed, no adjustment will be made to the average pay factor ( $P_{ave}$ ) determined from Table 401-3 or the pay adjustment factors determined from Table 401-4.

If corrections are allowed, the CO will re-measure the pavement profile once at no expense to the Contractor. Subsequent re-measures will cost \$2,000. Data from analysis of the most recent profile measurement will be used to determine the  $P_{ave}$  determined from Table 401-3 or the pay adjustment factors determined from Table 401-4.

Each area of localized roughness remaining in the final paved surface course, regardless of whether corrections are allowed or not, will be assessed an additional deduction of \$200.

### Payment

**401.19** Delete the last paragraph and substitute with the following:

For this contract, the pay item for Superpave hot asphalt concrete pavement is type IV pavement roughness. A separate pay adjustment will be made. The dollar amount of the adjustment will be determined as follows:

$$\text{Type IV Pay Adjustment} = [(\sum \text{PAF}) * (\text{UBP})] - [200 * (\text{NLRA})]$$

where:  $\sum \text{PAF}$  = summation of individual pay adjustment factors from Table 401-4

UBP = unit bid price

NLRA = number of localized roughness areas remaining in final pavement surface course

Revised by Amendment A003